

To-day's
Advertisements.

THE TRADE MARKS ORDINANCE
1898.
APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that SEBOLD and DIECKSTAL, LIMITED, of Danmora Steel Works Sheffield England Manufacturers have, on the 10th day of June, 1901, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK.



in the name of SEBOLD and DIECKSTAL, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants and their predecessors in business since the year of 1870 in respect of the following goods:

Iron and Steel both Raw and in Bar and Rail, Bolt and Rod, Sheets, Plates, Hoops and Wire in class 5.

Dated the 15th day of June, 1901.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

635c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship.

"THALES,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 18th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAURIA & Co.,
General Managers,
Hongkong, 17th June, 1901. 635c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 17th June, 1901. 634c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"PERLA,"
Captain G. T. Blackland, will be despatched as above on FRIDAY, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 17th June, 1901. 635c

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
The Company's Steamship.

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to
THE MITSUBISHI KAISHA,
Agents,
Hongkong, 17th June, 1901. 626c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, HOMBAY, COLOMBO, PENANG & SINGAPORE.
The Steamship.

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.
From Trieste, ex S.S. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 17th June, 1901. 617c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
The Steamship.

"INDIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 17th June, 1901.

To-day's
Advertisement.

NOTICE.

WE have This Day authorized Mr. WILHELM NAGEL to SIGN our Firm per Procuration.
LEOPOLD SPATZ & CO.
Hongkong, 17th June, 1901. 637c

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. 6453b

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

BIRTH.

At Philadelphia, Pa., U.S.A., on the 7th inst., the wife of FRANCIS HATHAWAY HASKELL, of Shanghai, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 17, 1901.

NOTES AND COMMENTS.

Better Late than Never.

After seven years' experience of the plague, after thousands of deaths from the disease, after hundreds of complaints and growls in the local press on the bad state of our drains, after an expert report to the effect that the storm water drains were as foul, if not more foul, than the sewers, the Authorities have at last come to the conclusion that it might be as well to see that a few of these drains were washed out. To do this they have brought into requisition the steam fire engines and since Saturday they have been steadily at work, pumping water from the Harbour and sending streams down the various drains on the lower levels. Truly Dr. CLARK, in view of the manner in which he has drummed into the Official Brain the necessity of flushing drains, must smile to see that the matter is now being taken in hand. Had any attention been paid to his recommendations when first made we should have been possessed of a ample means of flushing drains long ago, but it evidently required the scare occasioned by the many European plague cases to move the Authorities to act. We are very pleased to see that something is being done at last in this direction and we trust that when the plague shows signs of abating the Authorities will not allow their new energy to die a natural death. It would be a good thing to flush the drains periodically with the fire engines until such time as flushing tanks can be provided. Certainly the fire engines might have been thought

The Plague.

We do not think that any sensible man will deny that the plague this year is fully as bad as in 1894. In that year, it must be remembered, very thorough and systematic house-to-house visitation was carried out, with the result that comparatively few cases remained undiscovered. This year, however, house-to-house visitation has been dispensed with, owing to an imbecile regard for Chinese susceptibilities on the part of the Authorities. The result is that nearly fifty per cent. of our plague cases are found dumped in the street, the Chinese are doing their best to conceal every case, and the disease has become much more virulent amongst the European community.

This increase of the disease amongst the Europeans is easy to account for. The house-to-house visitation having been done away with, cases are concealed, or not reported, all over the Colony. For all we know our servants are at this moment mixing freely with the inmates of a house, in which a plague case is lying; our washing may be done in the same room occupied by a man or woman suffering from plague; perhaps our food-stuffs come from a Chinese shop and have been stored in a room together with a concealed plague case. Hence it is not to be wondered at that plague is on the increase amongst the Europeans.

This stupid sentimentality for the Chinese is, we consider, criminal. It does not help them in the least, for if a man gets plague he has just as good a chance to recover in hospital as he has if left to the care of his friends in some dirty den. Then, too, if the case is found there is less likelihood of the disease being spread, for the Sanitary Authorities carry out a thorough disinfection of the premises and so prevent the spread of the disease. We have no hesitation in saying that every case that can be traced to infection from a hidden plague case, is, in reality, nothing more or less than a case of manslaughter, if not murder. You are not allowed to scatter poisons over food-stuffs, or to throw vitriol over anyone passing in the street, yet every Chinaman, especially those who are catering in any way for the European or Chinese communities, who conceals a plague case and so aids the spread of this disease, is guilty of as serious a crime as the throwing of vitriol or the mixing of poison with food. Yet our Authorities cannot be brought to see the matter in this light. They fear that the Chinese will be offended by house-to-house visitation and so leave the Colony. They never seem to take into consideration the great dangers imposed upon the rest of the community by their slack methods of doing things. Apparently so long as the Chinaman is not put to inconvenience the whole of the European and Foreign population may die of plague or any other fifth disease that the Chinaman, assisted by the Authorities, likes to spread.

We fancy that a great deal of this apathy on the part of the Government lies in the fact that the Higher Government Officials are not, as are so many of our poor civilians, obliged to live in the town amongst the Chinese. None of them live in Chinese flats with the risk of plague cases occurring in the same house, and so the danger to be apprehended from the close proximity of the Chinese does not appeal to them. Once let the plague penetrate the ranks of our Higher Officials and we should have a sudden outbreak of energy that would surprise both public and officials. Even a dead rat found in the beds of a few of the Heads of Department might move them to action, while a few plague cases amongst them would have a particularly stimulating effect. But, alas, they all take care to live as far from infected districts as possible, and hence, as the danger of their present slovenly methods does not appeal to them, they are quite content to ignore the claims of the majority for protection from infection. Every European who dies of plague is practically a victim of Government apathy!

REUTER'S TELEGRAMS.

THE CHINESE INDEMNITY QUESTION.

London, June 14th.

It is understood in Paris that the Powers which formerly supported a guaranteed indemnity loan, have abandoned the proposal, and now support the British suggestion for the issue of bonds.

THE GERMANS AT SHANGHAI.

Lord Cranborne, re-questioned in the House of Commons, said that he had received no statement from the German Government bearing on the retention of a German garrison at Shanghai.

LATER.

FIRE AT THE ST. PETERSBURG DOCKYARD.

A fire has occurred at the St. Petersburg dockyard. A cruiser under construction, and several stores have been destroyed. The damage is estimated at ten million roubles.

SUN YAT SEN RETURNING TO CHINA.

June 15th.

Sun Yat-Sen, the Chinese reformer, left Honolulu for China on the 5th instant.

It is stated that his return is aimed at the overthrow of the Empress Dowager and Mandarins, and that he is backed by a strong force.

FURTHER RIOTING AT ST. PETERSBURG.

Serious labour riots have occurred at St. Petersburg, an armed force being necessary for their repression.

WEATHER REPORT.

The Observatory report says—
On the 16th at 12.5 p.m. the barometer has

owing to the existence of a depression over Central China. Gradients slight for S.E. and S. winds on the China coast. Forecast:—Moderate S. winds; squally, showery.

On the 17th at 12.5 p.m. the barometer continues to fall over China, particularly on the E. coast. The depression over Central China seems to be moving Eastwards. Gradients slight to moderate with fresh S. monsoon on the coast, and in the N. part of the China Sea. Forecast:—Fresh or strong S.W. winds; squally, showery.

LOCAL AND GENERAL.

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

We reported two cases of concealing plague in our Saturday's issue. One was, particularly repulsive, a dead body being left in a small cubicle for two days. How much longer it would have remained if not discovered by the Sanitary Inspector, goodness knows. All these cases, and they are of every day occurrence, point to the fact that the active officials, doing their best, engaged in a dangerous and sickening task, are utterly unable to cope with the work. They can work themselves to death, face to face with the heart breaking thought that under the present system they are merely trifling with a grave problem.

We would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column last Tuesday evening. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to:—

The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.

CONCERT OF THE ROYAL ENGINEERS.

A very enjoyable concert was given on Saturday night under the auspices of the Royal Engineer Variety Club, being in aid of the Widow of the late Gr. Philip R.A. The pretty little theatre was crowded, over 300 being present and an effective orchestra added greatly to the success of the entertainment.

S. Sergt. H. A. Ward sang two songs in his best manner, also giving a recitation very effectively. Sgt. W. T. French, in his two songs, gave evidence of careful preparation, if something wanting in expression. A Sgt. F. R. Viggers was not 'let off till he had sung four songs during the evening. With his fund of natural humour coupled by an irresistibly comical get up, no effort is needed by Mr. Viggers to keep his audience in a roar. Sgt. J. Hyles rendered two pathetic songs in good style.

S. Sergt. C. B. Burnett sang and danced in a very taking way, his Irish jig being particularly good. Two of the best numbers on the programme were the two items by Sergt. G. Simmers, possessed of a rich baritone marked by perfect intonations and correctness; the only possible fault was in selecting a song requiring the compass of 'The Mighty Deep,' the lower notes, although true, were wanting in volume.

Mrs. Whitehouse deserved great credit for coming forward to help a soldier's widow and sang twice in a pleasing manner. Mr. G. M. Wallis's two songs were heartily taken up by the audience. Mr. Burgess sang well, his impersonation showing great versatility.

The entertainment concluded with a farce in which Corp. E. A. Wilmsford and Pte. A. T. Cooper were seen to advantage. A great deal of the complete success of the concert was due to the unremitting exertions of Lieut. Bagnall Wilde, the accompanying of Mr. C. E. Mepharm, who undertook the work at short notice, and these responsible for the proper organisation.

THE OPERATIONS AT QUARRY BAY.

At the invitation of Mr. Tsan A Keng a small party visited the scene of one of the largest contracts ever entered into in Hongkong. Just past the Tai Koo Sugar Works, on the road to Saukiwan, once stood hills ranging up to 500 feet high. The removal of these and filling up the foreshore for the construction of large docks, under Mr. Danby and Mr. MacDonald lately arrived from home, is the work viewed yesterday.

The nature of the ground—fractured granite, with huge boulders embedded in red clayey loam—renders it very difficult to get the best return for the amount of dynamite expended.

Yesterday afternoon about 2,000 tons of rock and mullud were shifted. Close on 40 shots were let off, in many cases the muffled report giving evidence of careful charging and tampering. Mr. Tsan A Keng's genial superintendent, Mr. W. B. Waters, who was in charge of the party, deserves great credit in that with the large amount of explosives used, and the general riskiness of the work, not a single life has been lost in the works.

Employing over 2,000 men it will take over two years to complete. The water deepens very rapidly, where the future sea wall will be there is a depth of about 60 feet, a fine road at a level of about 80 feet is part of the work, so that residents of Hongkong will be able to

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 4 p.m. on Tuesday, the 11th June, 1901, Present:—Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Messrs. A. Haupt, W. Poate, R. L. Richardson, H. A. Ritchie, N. A. Siebs, H. E. Tomkins, Hon. J. Tharburn, (ex officio), and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous monthly meeting (held 16th May) were read and confirmed.

THE GENERAL COMMITTEE.

Read letter from Hon. J. J. Keswick addressed to the Secretary tendering his resignation as a member of the Committee, as he was leaving the Colony, and expressing his good wishes for the continued usefulness of the Chamber.

The Chairman proposed that Mr. J. J. Irving be invited to accept the vacant seat.
The Vice-Chairman seconded.
Carried unanimously.

NEW MEMBER OF THE CHAMBER.

The Secretary reported that Messrs. I. Pabany & Co. had been elected to membership of the Chamber since the last monthly meeting.

MEDICAL INSPECTION OF PASSENGERS.

A letter having been received, on the 18th May, from the Superintendent of the P. & O. S. N. Co., calling attention to the pressing need for improvement in the manner in which the medical inspection of shipping visiting this harbour is carried out, making suggestions for its improvement, and asking the Chamber to make representations on the subject to H. E. the Governor.

This letter was submitted to all the Shipping Firms and Agencies, and their unanimous endorsement and approval having been obtained.

A letter was drafted, and, on the 1st June, was forwarded to the Government, together with copy of Mr. Ritchie's communication.

Read letter from the Government in reply to above, dated 7th June, stating that H. E. the Governor fully realises the importance of the subject and proposes to amend the quarantine regulations as suggested.

The Chairman said he thought that was very satisfactory so far.

PROHIBITION OF CHINESE IMMIGRATION FROM HONGKONG INTO STRAITS SETTLEMENTS.

The Secretary reported receipt of letter from Government, dated 28th May, enclosing copy of telegram from Colonial Secretary, Singapore, of same date, as follows:—"Chinese coolie immigration prohibited by vessels sailing from Hongkong after 29th May." Copies of same were supplied to the local Press.

On the 3rd June a letter was received, signed by the Shipping Firms and Agencies affected thereby, requesting the Chamber to represent to the Government the hardship entailed upon them by this prohibition, which was opposed to the Venice Convention, and begging that the matter be referred to the Secretary of State for the Colonies, with a view to obtain the speedy cancellation of the prohibition on immigration.

A letter was accordingly, on the 6th June, addressed to the local Government to that effect, and a copy of the letter from the Shipping Firms was enclosed therein.

THE SANITATION OF THE COLONY.

Consequent upon a suggestion made by Mr. W. Poate, on the 31st May, after consideration, the Committee decided to make a representation to the Government calling attention to the serious damage being done to the trade of the Colony by the present serious epidemic of plague and the necessity for taking every available means to restrict the ravages of the disease and to improve the sanitation of the port, and, as a result, to the Acting Colonial Secretary on the subject.

The Chairman said no reply had, as yet, been received to their letter. As they were aware, he himself had not been in favour of the Chamber taking up this question, as he had a holy horror of its interfering in any way in local politics. However, he was alone in this opinion; the rest of the Committee were unanimous on the point (the Hon. Mr. Tharburn being only an *ex officio* member abstained from giving an opinion); and he could only say that the letter had been most carefully drafted, and was most moderately expressed. He quite agreed with its terms; the only point of difference between himself and the Committee being that he thought the representation would have come better from the ratepayers.

Mr. Ritchie said he thought the matter was decidedly one for the Chamber to take up, as sanitation of the port greatly affected the shipping. Other members coincided with Mr. Ritchie's opinion.

In response to the Chairman, Hon. J. Tharburn expressed the opinion that the Chamber was going out of its province to intervene in municipal matters, but the letter had gone in, and it was no use now to express his views.

The Chairman,—Yes it has gone in, and it cannot do any harm, and we hope it will be productive of much good.

THE CHINESE TARIFF QUESTION.

Read letter received, on 5th June, from the London Chamber of Commerce, dated 3rd May, acknowledging receipt of the Chamber's telegram of that date, on the proposal to double the Chinese Tariff without provision being made for the redress of taxation and other mercantile grievances, and forwarding copy of covering letter to the under Secretary of State for Foreign Affairs, to whom it was promptly transmitted.

Much satisfaction was felt at the promptitude shown by the Secretary of the London Chamber in the matter.

The Chairman said there was nothing further to say on the question just now. The Foreign Ministers had, he heard, decided to make the 5% tariff effective, and the Chinese Government had undertaken to pay an indemnity of £1,400,000,000. The details of the security were now being discussed.

QUARANTINE.

With regard to this subject, the Secretary stated that letters were received from the Government—on the 25th May, transmitting of tele-cable gram from H.B.M.'s Consul-General, Bangkok, announcing that vessels from Hongkong should call at Koh Phai for quarantine, and on the 31st idem, enclosing copy of despatch from H.B.M.'s Consul at Swatow, intimating that that port had been declared by the Shanghai Authorities to be infected with plague. Receipt of both letters had been duly acknowledged, and the local Press notified of the facts.

AMERICAN TELEGRAPHIC COMMUNICATION WITH FAR EAST.

The Chairman said he had come to his knowledge that the Government of the United States intended laying 'back' cables from the 2nd month of 1901 to the 1st of 1902.

doubt would be extended to Hongkong. The effect of this would be to lower the present excessive telegraphic rates.

The members of the Committee hailed with satisfaction the prospect of having in the near future reasonable telegraphic rates. This was all the business of public interest before the meeting.

AT THE MAGISTRACY.

OPIUM.

Tsang Eng was fined \$150 or six weeks for having a quantity of opium illegally in his possession.

ASSAULT.

In the adjourned case of Chan Kwan charged with unlawfully cutting and wounding, the defendant was found guilty of a common assault and fined \$15 or one month's hard labour. The fine was paid.

REFUSING DUTY.

Mr. G. Stephen got a ricksha coolie fined \$5 or 14 days for refusing to accept a fare.

FRESH AIR.

Um Fung was acquitted on a charge of damaging a ventilator on board the s.s. *Charleyhouse*.

STEALING.

Leung Wing went into 138 Wellington Street to look for a friend, and received a sentence of one month's hard labour for trying to get away with 6 pieces of clothing.

PICKED IT UP.

Kwong Li simply picked up a piece of brass belonging to the Hongkong and Whampoa Dock Co. and got 3 weeks' hard labour for doing so.

D'AND D.

John Crust was fined \$3 or 8 days for being drunk and disorderly; charged by P. C. R. Adlington. He went to prison.

THE HONGKONG HOTEL.

Another of the disgraceful scenes that occur so frequently outside the lower bar of the Hongkong Hotel took place on Saturday afternoon. The Indian watchman (deposed to being struck by two drunken Europeans when he asked them to go away. Both defendants admitted being so drunk as not to recollect the occurrence. They were fined \$5 each.

We venture to say that the "The Beachcombers' Retreat" requires more supervision.

THE PLAGUE.

Number of cases reported up till noon of the 1
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SEIZURE AND CONFISCATION OF
A FRENCH LAUNCH BY THE
CUSTOMS AUTHORITIES
AT CANTON.

(From Our Special Correspondent.)

A joint investigation into the seizure and confiscation of the French launch *Sang-ki* in Lat, 21.55 N. and Long. 113° 9' E. by the Customs authorities on May 29th for having on board 17 chests of Opium, without being able to produce the necessary papers, and using force to prevent the Customs officers from searching the launch, was held under the treaty between France and China, 1858, Art. VII—at the Custom House, Canton, on Saturday last the 15th inst., before the Honorable Wei Tuens, Meas. Hardoun, French Consul, F. A. Morgan Esq., Commissioner of Customs, Canton, and the Commissioner of Customs at Lappa.

Mr. F. A. Morgan in opening the Court, stated, that the Customs Authorities had only yesterday received evidence which warranted them in believing that the launch in question was not owned by Mr. Piry at all, but was owned by a Chinaman in Hongkong named Chiu Chu Hong and his name was on the *De Ho*, which name still remained on her stern, but on the 15th April, her name was altered to *Sang-ki* which name was painted on her bows only. He produced the Hongkong register of the vessel of that date, wherein it stated that the owner of the vessel was Chiu Chu Hong, and Mr. Piry's name does not appear anywhere as the owner of the vessel, and although she might, and actually had, two separate names painted upon her, she could not possibly be owned by two persons of different nationality, French and Chinese at the same time. He contended that the launch was Chinese owned—and unless Mr. Piry could prove to the contrary, must be dealt with according to Chinese law.

Mr. Piry stated that the launch actually belonged to the firm of H. Piry & Co., and that she traded under the French flag and had always entered and cleared and was recognised as Hongkong as a French vessel. The Chinese name on the register was simply the name of his agent.

On being questioned by the Commissioner of Customs he stated that the launch cleared from Hongkong on May 29th but he could not produce the clearance. He could not positively say whether she did clear or not at the time, but he believed she must have cleared before she left. He was aware that if she did not do so, the master of the vessel was liable to a fine of \$50 or six months imprisonment.

The Commissioner (Mr. F. A. Morgan) continuing, said he was of opinion that the vessel left Hongkong without clearing at the Harbour Master's Office, and therefore her subsequent movements must be considered surreptitious and regarded with suspicion, and also considered that the vessel was not French owned, as her register proved.

A long discussion then ensued as to the actual ownership of the launch, and the French Consul stated that he was convinced that the vessel was French owned and she possessed French papers, and for that reason he was sitting on the Bench to represent the owners. If the Commissioner still maintained that the vessel was Chinese owned then he (the French Consul) had no right to be there at all and would at once vacate his seat and the whole matter could be referred to Pekin. He said that they were not there to fight among themselves but to try calmly to come to some arrangement about the matter.

After a further prolonged discussion it was decided to postpone the investigation until Wednesday next at 10.30 a.m. to enable Mr. Piry to prove his ownership of the vessel, and to ascertain from Hongkong whether the vessel actually cleared from Hongkong on May 29th or not.

The actual facts of the seizure are, as far as I can gather, as follows—

It seems that Capt. Wolfe of the Customs launch *Lung Tsing* had been under the impression for some time, that certain launches leave Hongkong surreptitiously with large quantities of opium and, when in Chinese waters, presumably transfer it, in small quantities, into junks. This officer, at his own expense, hired a fishing junk, and placed his second officer in charge of it, to watch the movements of a certain launch. The movements of this launch were in this officer's opinion, decidedly suspicious, and his suspicions were verified by seeing the launch dumping opium into a junk. He immediately challenged the launch, and, as she refused to stop, he fired the junk's cannon across her bows, which not having the desired effect, he continued to fire; this firing attracted the attention of Captain Wolfe, officer in charge of the *Lung Tsing*, which by this time was about six or seven miles away, but watching operations. Captain Wolfe immediately hastened to the scene under full steam, and the *Lung Tsing* following in hot chase, and firing a few six-pounder shots across her bows, which compelled her to heave to. On Capt. Wolfe's approaching the suspicious launch, some of the crew presented revolvers at him, he in turn demanded them to produce and hand over their papers, which they did after some parleying. He then proceeded to search the launch, and found 17 chests of opium scattered about in the hold and on the deck, and evidence of considerable trouble having been taken to prepare the contents of the chests for dumping in small quantities, by placing each separate ball in a watertight bag. On enquiring for the necessary papers, concerning the opium, none satisfactory to him were forthcoming. He immediately took charge of the launch and at the point of his revolver compelled the crew to proceed to Canton, where he was taken charge of by the Customs Authorities, pending this investigation.

I understand privately that considerable further evidence has been obtained concerning this launch, and also other facts which will involve many other launches and persons engaged in this illicit traffic.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

PLAGUE.

To the Editor of the "Hongkong Telegraph." Sir—Your correspondent "Nemo" was perfectly correct, when he said we should have to wait for plague to make its appearance at Government House or the residence of some almighty official.

But one can't expect affairs here to be managed as they are in England; the Government here is autocratic, as absolute as the Russian, so far as local matters are concerned. And why should we wait for an official to get the disease, before we get proper medical assistance and supervision? Of course if an official died it would be an "irreparable" loss, but we often have "irreparable" losses, and still the world revolves as usual.

Yours,

"FOR A THAT AND A THAT"

Hongkong, June 17th 1901.

AN INSANITARY DREAM.

Last night I sipped on lobster, And I had an awful vision, I thought the Sanitary Board Was held up to derision; It had called a special meeting To deal with many matters, And all the members seemed to be As mad as hares or haters.

The President proposed that All his roads be made of batter, Because his pet steam roller then Could roll them rather flatter; And any starving beachcomber Would never want a bite If he added baking powder Just to make the batter light.

But Mr. May, the C.M.G., Opposed him tooth and nail, He said he thought that such a scheme Was almost sure to fail, Because he said he'd have to put Six *hunks* on a beat.

To stop the hungry public from Embosoming the street, And Arthur Brevin had a scheme To turn Sir Henry out Of Government employment And to make him act as tout, To lure the wily coolie

To the bathhouse down the street, Where Scramble's and Stewart L. Would bathe his weary feet. Then Chan A Fook arose in wrath, "I really can't agree To such a vandalistic act— The coolie must be free— You may take him to the water, But you cannot wash him wash; Your western cleanliness, I think, Is silly, stupid bosh."

The A.P.C.M.O. got up And moved, 'mid much alarm, "This Board advise the Government To start a model farm For the breeding of mosquitoes And of plague and typhoid germs To be sold to other Colonies On easy credit terms."

But Mr. Osborne said that he Was very much afraid The public wouldn't like the Board To thus engage in trade; And pointed out in moving terms That, on Kowloon Lot nine, He already had a factory For packing germs in brine.

Next Dr. Clark reported that He'd hit upon a plan For feeding all the city rats On honey, beer and brain, Until by kindness they were taught To rid themselves of den, And straightway seek the hospital When stricken with disease.

Lieutenant Colonel Hughes said That he thought his colleague's plan Was particularly excellent, Until one reached the brain, But after that he thought it best To make them all enlist Or else enrol as volunteers, Which ever the public wished.

Fung Wa Chuen next asked a question, Of which notice had been given, Enquiring why marriages Were always made in Heaven, The President in his reply Much feared he could not tell; But he'd been told that marriages Were sometimes made in—

Just here the boy came and awoke me up And I was unable to catch the rest of the President's explanation. If I dream about it to-night I'll let you know.

GILAH.

THE CRISIS IN THE
NORTH.

TIENTSIN.

Affairs in the North.

(From our own Correspondent.)

TIENTSIN, June 6th.

I believe I complained in my last that things were going slow. On Sunday night, however, we had a little excitement which cost two or three fellows their lives and half a dozen a season of hospital diet. It appears that a house of ill fame, one of the very many which now disgrace Taku Road, had for some reason been closed by the authorities, and four Fusiliers were told off to guard the premises. About 6 o'clock on Sunday evening some of the French, who always crowd in here on that day, began to quarrel with the sentries and before long they were being pelted with bricksbats by a crowd, some of whom mounted low buildings near by in order to cast their stones. Things became so lively at last that seeing a man drawing his dirk, our fellows prepared to fire, and finally had to do so in self defense, the result of the scuffling which ensued being two French and a German killed on the spot, and about seven others wounded, including our Fusiliers, all of whom were more or less damaged with bricksbats and one stabbed. The Germans assisted our fellows and the Japs wanted to charge the crowd and pour a volley into them, but were checked by our men and such officers as appeared on the scene. The crowd was eventually dispersed, but French troops remained very excited throughout the evening and it was dangerous for a British officer to pass through. The official enquiry is not obtainable yet, and I cannot therefore vouch for the accuracy of the above, but this is the general account. Since the fracas the French general has prohibited his men from entering the British Settlement and everyone hopes that the order will remain in force, as the French, particularly the Sixteenth Regiment, are a standing menace to the peace and security of the Settlement. Since Monday the body of a French soldier was found dead in the Cemetery Road, having been apparently stabbed to death with a small dagger, and two others were found in the river, shot, yesterday morning. The French are giving so much trouble in the Native City that it has been found necessary to authorise our sentries to fire on anyone threatening them, and other nationalities have been duly warned. A few days ago French soldiers met one of our Native troops in Victoria Road and indulged in the popular pastime of calling him "coolie". Seeing the man did not understand he repeated him, repeating the offensive epithet and emphasizing it by spitting in the man's face. The Sikh understood that however, and swinging round he seized froggy by the seat of his trousers and the scruff of his neck and lifting him up calmly dashed him down in the road with all his strength and walked on. Our commanding officers have given other nationalities due notice that trouble will ensue if their men call our Indians soldiers "Coolies". And some of our Pathans have appealed to their officers to know what they may do when insulted like this. They have

been told to "just give one straight between the eyes" and make no bones about it. One feels conscious of a very strong sympathy with these fine manly fellows when they are gratuitously insulted in this way, and a few more whippersnappers picked up and flung in the road might make them a little more respected. Count Waldersee left here on Tuesday without any particular display or commotion, a guard of honour being sent to the station by each Power. The previous night in spite of pouring rain a torch light "Tattoo" was held and a dinner given, otherwise the Field Marshal went as quietly, or more so, than he came. He was glad to get away and small wonder, as his task was an ungracious one from the outset; he is scarcely to be blamed if the results of his composite labours have been insignificant.

A Race Ball was attempted on Monday the 3rd as an experiment at this season, but, chiefly no doubt on account of the rain, it proved a ghastly failure, only some 30 persons being present, and only the Gordon Hall with its artistic drapery serving to remind us of what Tientsin's public balls usually are. Mrs. Stewart Lockhart was among the few ladies present, but the Hon. Stewart Lockhart did not attend. Much concern continues to be shown by the Chinese over the departing troops. There seems some slight hope that Tientsin City may possibly be retained for five years, and the hope that this is so is very general, as if the city is handed over to the Chinese it will instantly become a holed of thieves and rowdies who are ready to flock in from the surrounding country.

News from various quarters indicates a very bad state of affairs generally. The Court will not, I feel sure, return to Peking so long as any foreign troops remain within hail, or any but the smallest guard remains in Peking, for the three men who are all powerful now have much too great regard for their own liberty to run any risks. Moreover the plans which they are hatching for revenge and future aggrandisement can be matured much more easily and safely where they are, and it is extremely difficult for the diplomats to ascertain what is really being done. No one seems to know yet who rules the roost in Peking now that Waldersee is gone. Presumably matters have been handed over to the Ministers, primarily.

THE RECENT ERUPTION IN JAVA.

A correspondent, writing from Tawang Redjo, Boliang, Java, sends us the following interesting account of the recent eruption of the mountain there known as "Kloeth", which is situated about fifteen miles away from the above-named place.

The writer says, about 3.30 a.m. one morning, I was awakened by a slow grumbling noise, gradually increasing to a roar and finally resembling the sound of the firing of big guns. Dressing and going outside my house, I enquired of the watchmen the cause of the disturbance. However, they knew nothing and, moreover, were extremely frightened. Afterwards, whilst speaking to the headman of the village, stones began to fall around us, several of which struck me on the shoulder. We then went indoors and soon a panic occurred amongst the natives, who came running to my house and that of the Superintendent to enquire what was the matter, and not knowing, we were unable to calm them. At 4.15 a heavy shower of stones began to fall, which lasted until 5 o'clock. The sky became intensely dark so that one could scarcely see a foot ahead, and to add to the confusion now, a shower of sand and ash commenced to fall. The natives grew pale with fright, their children trembling and crying, and many feared that the end of the world had come. It was not until long after 7 a.m., that day dawned and then the sky was, at first, only partially bright, and the natives were still so terror-stricken, that it was with the greatest difficulty we persuaded them to go to their quarters, and we have since heard that the neighbouring estates fared even worse than we did, for there, all the coolies left the plantations.

During the course of the day, we also heard that two estates nearer than we were to "Kloeth", were almost burned up, the burning lava having set on fire the neighbouring forests, which, in turn, had spread to the plantations. An assistant one of the Estates endeavoured to find his way to the house of the Superintendent in the intense darkness and was caught by the flames and so badly burned that when he reached his destination, he fell in a swoon from which he never recovered. Very sad was the story of a Superintendent and his wife and family. They started out with a native woman and a house-keeper in a wagon to get to town, as the lava came pouring down from the hill, nearly threatening their house with destruction. Their course lay through a stream with deep waters. In the darkness, they missed the ford and were swept away by the current. The Superintendent and his wife were caught in a most providential manner by the thick foliage of a bamboo tree which overlapped the waters, but the two children, their nurse and the house-keeper, were drowned, their bodies being discovered later, about eight miles away from the spot of the disaster. In all the districts around the mountain in eruption, the Estates were damaged by fire and water, in some places the ground being left quite barren and covered inches thick with a sand and ash deposit.

We are now in constant fear that there will be a repetition of the volcanic disturbances and we are the more disturbed lest "Kloeth" should set in activity the neighbouring hills and thus cause a dreadful disaster. I hear from neighbouring planters, that when the last eruption of "Kloeth" occurred, in 1875, it was so terrible that half of Boliang was washed away and thousands of lives were lost.—S. F. Press.

NOTANDA.

CALENDAR.

Astronomical means based on fifteen years' observations to 1898.

Barometer 29.764
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

TO-DAY.

WEATHER REPORT.

Barometer 29.71
Thermometer 85.5
Humidity 80
Rainfall 0.05

TO-DAY.

Monday, 17th June, 1901.
Chinese—2nd of 5th moon of 27th year of Kwang-shi.

Sun—Rises 5hr. 18min.
Sets 5hr. 44min.
High water—Morning 4hr. 45min.
Afternoon 10hr. 30min.
Low water—Morning 2hr. 1min.
Afternoon 8hr. 45min.

ANNIVERSARIES.

1775—Battle of Bunker's Hill.
1843—First Hongkong Justices of the Peace sworn in.
1877—Loss of the M. M. steamer *Mekong* on Ras Haffon.
1884—French Supplementary Convention with Cambodia signed.
1891—First junk flying British colours left Chinkung.
1896—Loss of the s.s. *Drummond Castle* off Ushant with 242 lives.
1898—H. E. Jung Lu appointed Viceroy of Chihli. Edict opening a College in Peking.
1899—1st postage extended to Malta, Jamaica, Mauritius, B. N. Borneo and Labuan.
1899—Boating Fatality in the Harbour, Gr. Clifford drowned.

TO-MORROW.

Tuesday, 18th June, 1901.

Chinese—3rd of 5th moon of 27th year of Kwang-shi.
Sun—Rises 5hr. 18min.
Sets 5hr. 44min.
High water—Morning 4hr. 45min.
Afternoon 10hr. 30min.
Low water—Morning 2hr. 1min.
Afternoon 8hr. 45min.

ANNIVERSARIES.

1815—Battle of Waterloo.
1843—Chun-li of the Conception, Hongkong, constructed.
1862—Explosion on the Union Star at Shanghai; 17 lives lost.
1877—Disastrous flood at Poonchow; 2,000 lives lost.
1889—Loss of the s.s. *Benledi* on the White Rocks, Swatow.
1896—Mr. F. A. Swettenham appointed Resident General of the Federated Malay States.
1897—Jubilee Celebrations commenced at Windsor.
1898—Chinese concluded loan for £2,000,000 from Hongkong and Shanghai Banking Co.
1899—Meeting of Boers says impossible to accede more than R. K. proposals.

AGENDA.

TO-DAY.

Cargo ex *C. Ferd. Laesse* subject to rent.

TO-MORROW.

Noon—U. S. Co's steamer *Peru* leaves for Honolulu via Shanghai, etc.

WEDNESDAY, 19th.

Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Const. Ports.
2.30 p.m.—Public Auction by Messrs. Hughes & Hough at Lai-chi-kok.
5 p.m.—A. L. Co's steamer *Maria Valerie* leaves for Japanese Ports.
Cargo ex *Sambha* subject to rent.

THURSDAY, 20th.

Cargo ex *Shanghai* subject to rent.

FRIDAY, 21st.

Daylight—N. Y. K. steamer *Sado Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Pawata Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Milke Maru* leaves for Bombay, via Singapore, etc.

SATURDAY, 22nd.

Noon—P. & O. Co's steamer *Parramatta* with mails etc. leaves for Europe.
Cargo ex *Wurzburg* subject to rent.

MONDAY, 24th.

4 p.m.—N. Y. K. steamer *Riogun Maru* leaves for Victoria B.C. and Seattle U.S.A.

WEDNESDAY, 26th.

O. S. K. Co's steamer *Maiduru Maru* leaves for Amping, via Swatow and Amoy.
Noon—C. P. R. Co's steamer *Empress of India* with mails etc. leaves for Vancouver B.C.

THURSDAY, 27th.

Noon—E. & A. Co's steamer *Airlie* leaves for Australia Ports.
Noon—U. S. Co's steamer *Coptic* leaves for Honolulu via Shanghai, etc.

FRIDAY, 28th.

Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Marseilles and London.
4 p.m.—N. Y. K. steamer *Rosita Maru* leaves for Sydney and Melbourne via Manila etc.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information to—

June 8th.

Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed chief engineer of *Taishan*, vice Mr. Hutchinson, resigned.

June 10th.

E. J. Stoddart, chief engineer of the *Divante* has gone home.

A. Wylie, 2nd engineer of *Esmeralda* has been promoted chief engineer *Diamond*.

Mr. Tindall, chief officer *Taishan* has been transferred to the *Toonny* in the same capacity.

Mr. Stephen Cate, 2nd officer *Taishan* has been promoted chief officer of the same ship.

Mr. C. Stuart, 2nd officer *Kushun*, has been transferred to the *Taishan*.

June 11th.

H. F. P. Vincent, 2nd officer, *Pekin*, is transferred to the *Chihli*.

Mr. A. J. Philbey, 2nd officer, *Chihli*, is transferred to the *Pekin*.

Mr. J. D. James, chief officer, *Chungking*, is transferred to the *Chihli*.

Mr. P. H. Cowan, chief officer, *Chihli*, is transferred to the *Chungking*.

Mr. W. Murdoch is 3rd engineer, *Laisang*, Captain G. Payne, from leave, commands the *Laisang*.

Mr. C. Tilley is 4th engineer, *Laisang*.

Mr. J. S. McGavin, chief engineer, *Chefoo*, is transferred to the *Woorung*.

Mr. E. Hankey, chief engineer, *Woorung*, is transferred to the *Chefoo*.

Mr. A. Donaldson, acting 2nd engineer, *Poyang*, is on leave.

Captain W. E. Sawyer, from home leave, has gone in command of the *Macedonia*.

Mr. A. Spiers, acting chief engineer, *Esang*, has gone 2nd engineer, *Yuenan*.

Captain F. G. Monasarrat, *Macedonia*, is on leave.

Mr. M. Courtney, from leave, is chief officer, *Laisang*.

Mr. W. F. Richard, from leave, is 2nd officer, *Laisang*.

Mr. Gosling is 3rd officer, *Laisang*.

Mr. J. D. MacKracken, from leave, is chief engineer, *Laisang*.

Mr. W. Gow, from leave, is 2nd engineer, *Laisang*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Kunming*) 19th instant.
American (*Coptic*) 20th instant.
Australian (*Australia*) 20th instant.
English (*Sunda*) 21st instant.
German (*America Maru*) 25th instant.
German (*Bayern*) 25th instant.
American (*City of Peking*) 4th prox.

The E. & A. Co's steamer *Australian* from Sydney &c., left Manila yesterday for this port.

The O. & O. S. S. steamer *Avon* left Singapore yesterday and is due in Hongkong on 21st inst.

The N. P. Co's steamer *Tacoma* arrived at Tacoma from Japan and Hongkong on the 14th inst.

The P. M. S. S. Co's steamer *Coptic* with mails, etc., left Shanghai for this port this morning at 2 a.m.

The D. & Co's steamer *Northburn* from New York and Straits left Manila yesterday and is due here on Wednesday the 19th inst.

The N. Y. K. Co's steamer *Pawata Maru* (Australian Line) left Manila for this port on the 16th inst. p.m. and is expected to arrive here on the 18th inst.

The P. & O. S. S. Co's steamer *Sunda* left Singapore for this port yesterday, the 16th inst., at noon with the Outward English Mails, and is due here on the 21st inst., at about 2 p.m.

The Imperial German Mail steamer *Sachsen* left Kobe, via Nagasaki and Shanghai on Sunday p.m. the 16th inst., and may be expected here on or about Wednesday the 26th inst.

The P. M. S. S. Co's steamer *Hongkong Maru* with Mails, etc., which left hence May 16th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 13th inst.

The P. M. S. S. Co's steamer *America Maru* with Mails, etc., from San Francisco to the 20th ult., via Honolulu, has arrived at Yokohama, and will leave for this port tomorrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington* ... at Poonchow Dock.
Union
St. Enoch
Singapore
Zaire
June
Iris
Burnside
Italian
Colonies
Fei Hao
Munchen
Cosmopolitan

PASSED THE CANAL.

Outward—14th May—*Benlawers*, *Glaucus*, *Madaga*, *Hudson*, *Sydney*, *Sambha*, 17th May—*Hitachi*, *Alcinous*, *Rhein*, *Cruiser*, *Devonshire*, *Imogene*, 24th May—*Avon*, *Hyson*, *Sado Maru*, *Miu*, *Raniban*, *Shirley*, 26th May—*Silisia*, (German) *Agamemnon*, *Pioneer*, 31st May—*Benalder*, 4th June—*Bayern*, *Malacca*, *Glamorganshire*, *Aclia*, *Denacian*, *Klek*, 7th June—*Annam*, *Kawachi Maru*, *Ballaarat*, *Arara*, *Jupiter*, 11th June—*Kaisow*, *Kongsberg*, *St. Irene*, *Erythrae*, *Frans*, *Ferdinand*, *Erica*, *Glenlagan*, *Glenray*, 14th June—*Dumberg*, *Patroclus*, *Ernest Simons*.

Homeward—4th June—*Hakata Maru*, 11th June—*Prinz Heinrich*, *Wittekind*, 14th June—*Pyrrhus*.

Arrivals at Home—4th June—*Albenga*, 7th June—*Yarra*, 11th June—*Agamemnon*, *Hakata Maru*, *Serbia*.

Shipping.

Arrivals.

TAIYUAN, British steamer, 1,459, R. Nelson, 15th June, Australia via Manila 13th June, General—Butterfield & Swire.
UMTA, British transport, 4,650, R. W. Gimblett, 15th June—Canton 3rd June, Government Stores—Jardine, Matheson & Co.
FUSHUN, British steamer, 1,500, W. H. Luni, 15th June, Canton 13th June, General—C. M. S. N. Co.
SALAZIE, French steamer, 2,088, Girard, 16th June—Marseilles 12th May, and Saigon 13th June, Mails and General—Messageries Maritimes.
NATAL, French steamer, 1,984, Bouis, 16th June—Japan 6th June, Mails and General—Messageries Maritimes.
KASHING, British steamer, 1,158, R. Sanderson, 16th June—Chinkiang 11th June, General—Butterfield & Swire.
RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 16th June—Moji 11th June, Coal and General—Nippon Yusen Kaisha.
HONGKONG, French steamer, 862, Fann

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA.	TO-MORROW, 18th June, at Daylight.
SADO MARU	KOBE and YOKOHAMA.	FRIDAY, 21st June, at Daylight.
W. Thompson	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 21st June, at Noon.
YAWATA MARU	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 21st June, at Noon.
MIKE MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 24th June, at 4 P.M.
RIJUN MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 28th June, at Daylight.
HITACHI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY, 28th June, at 4 P.M.	
ROSETTA MARU	TOWNSVILLE and BRISBANE.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe; in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (Or.) TO-MORROW, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to

ALLAN CAMELON, General Agent.

or to SHEWAN, TOMES & CO.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLO"	TUESDAY, 23rd July, at Noon.
"CELENA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100; Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

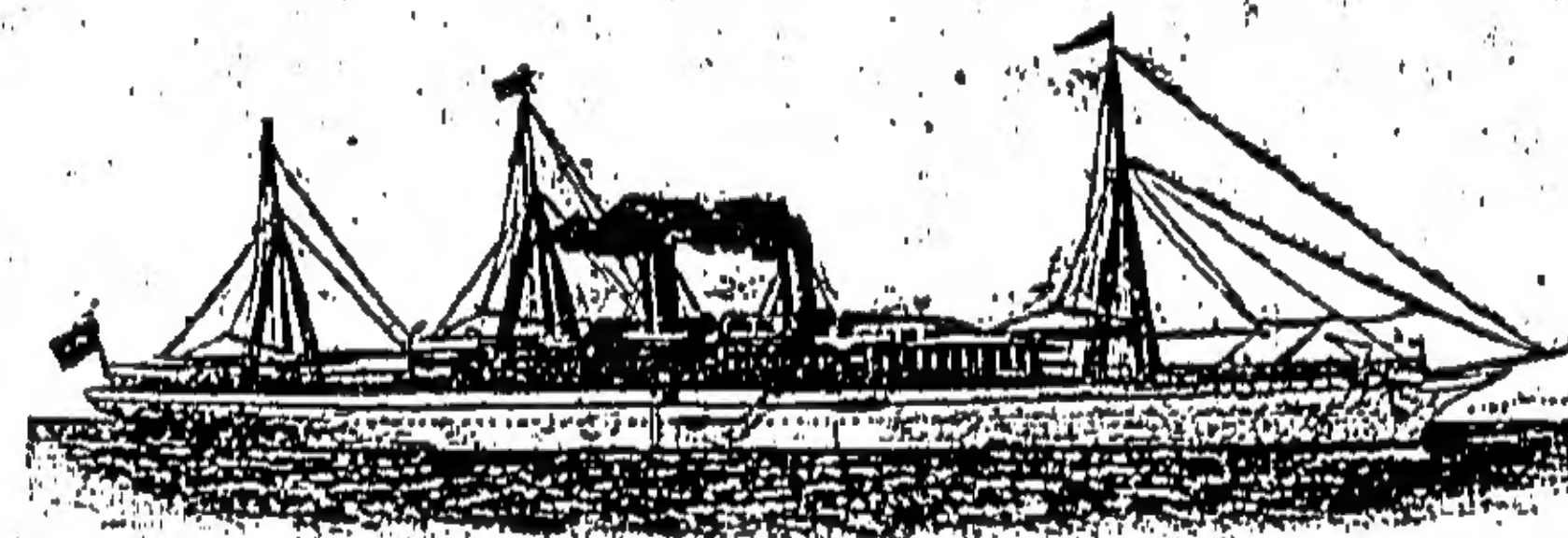
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 17th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG.	25th June. Freight.
SAMBA	(Calling at SINGAPORE and PENANG.)	
SCHMIDT	HAVRE, BREMEN and HAMBURG.	12th July. Freight.
WUERZBURG	(Calling at SINGAPORE and COLOMBO.)	
SCHUEDER	HAVRE and HAMBURG.	26th July. Freight.
ACILIA	(Calling at SINGAPORE and PENANG.)	
v. Dohren	HAVRE and HAMBURG.	9th August. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	22nd instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IXION"	21st June.
"	"PELUS"	25th June.
"	"DEUCALION"	2nd July.
S.S. "PROMETHEUS" leaves for JAPAN, and S.S. "GLAUCUS" leaves for SHANGHAI, TO-MORROW, the 18th instant.		

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT).	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 17th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 13,379 about 1 June to

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Shanghai 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA,"

Captain Ghezzi, will be despatched as above TO-MORROW, the 18th instant, P.M.

For Information as to Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

Intimations.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

The Share Market.

LATEST QUOTATIONS.
(June 17th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 % premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China (Ordinary).	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£5.5 buyers
China Bank of Commerce, Ltd.	£ 8	\$27 buyers
Do. Fong Yee, Ltd.	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$8.25 sellers
Shipping.		
Hongkong, Canton, & Amoy Steamship Co., Limited.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$144 buyers
China & Malacca S.S. Co., Ltd.	\$ 50	\$62
Do. S.S. Co., Ltd.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$55
China Mutual S.S. Co., Ltd. (Pres.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$12 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$143 buyers
Luron Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Panjin Mining Co., Ltd.	\$ 9	\$7 sellers
Panjin Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$125
Queen Mia & Co., Ltd.	25 cts.	cents sales
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$5 buyers
Raub Altan Gold Mining Co., Ltd.	£8. 10d.	\$14
Oliver Freehold Mines, Ltd. A.	\$ 5	\$12
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14
Docks, Wharves and Godowns.	\$ 50	\$322
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105 sales
Whampoa Dock & Godown Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$223 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$8.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199 sales and
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$55 sellers
Hkng Hotel Co., Ltd.	\$ 50	\$120
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys & Baines & Finance Co., Ltd.	\$ 10	\$135 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Loau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Oil Companies.		
Alumbar, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$193 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$54 sellers
Watkins, Limited	\$ 10	\$54 sellers
Hongkong Electric Co., Limited	\$ 10	\$123
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$175
Gen. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hkng Ice Co., Ltd.	\$ 25	\$175 buyers
Hkng High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$30 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Waterboat Co., Ltd.	\$ 5	\$7

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telephone No. 124.

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Joseph, Mr. & Mrs. E. S.
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Cunningham, Mr. P. A.	Seydler, Mr. R.
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Discombe, Mr. G. M.	Stewart, Mr. E. H.
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Dyson, Capt. P. S.	Taylor, Mr. D. G.
Fernald, Mr. and Mrs.	Thomas, Mr. Harry
Ferris, Mr. J.	Tibbey, Mr. H. M.
Gibson, Mr. Kennedy	Valentine, Mr.
Glover, Mr. C.	Wakeman, Mr. G. H.
Grant, Mr. John	Watts, Mr. and Mrs.
Griffin, Mr. A. E.	Frank W.
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Harold, Mr. W.	Whitley, Mrs. William
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Howard, Mr. Thos.	Bagnall
Huke, Mr. A. N.	Williams, Mr. and
Janney, Capt.	Mrs. A. A. and child
Irvine, Mr. E. N.	Woolen, Mr. J. J.
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Brusse, Mr. G.	O'Gorman, Madam
Cameron, Mr. Allan	Perrett, Col.
Carrington, Sir John	Pitt, Mr. John, R.N.
C.M.G.	Prynce, Capt. R.A.M.C.
Collard, Col. A. W.	Prynce, Mrs.
Creighton, Col.	Quinn, Mr. M.
Dillon, Mr. F.	Routie, Mr. A. B.
Ellis, Mr. A. S.	Rubie, Mr. W. A. (U.
Erdel, Mr. J. S.	S. Consul of America)
Eckel, Mr. R. M.	Rubie, Mrs. W. A.
Forbes, Mr. Andrew	child and maid
Fraser, Mr. and Mrs.	Shelton, Mr. Edward
H. W.	Sinclair, Mr. A.
Graham, Mr. D. M.	Stokes, Mr. A. G.
Harston, Dr. and Mrs.	Thomson, Mr. J. S.
G. M.	Tomlin, Mr. G. L.
Gumpert, Mr. and Mrs.	Wheeler, Mr. H. B.
Hughes, Col. G. A.	Wheeler, Lt. Col. J. L.
Jeffries, Mr.	Wheeler, Mr. W. T.
Jeffries, Mr. H. N.	Wright, Mr. and Mrs.
Lang, Dr. K.	H. Taylor
Lee, Mr. J. K.	

ORAGIEBURY.

Anderson, Mr. Jas.	Hewitt, Mr. and Mrs.
Beattie, Mr. and Mrs.	T. H. B.
J. M.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Grimble, Mr. & Mrs. G.	Volpelli, Consul

KOWLOON HOTEL.

Andrew, Mr. John	MacGregor, Mr. J. W.
Banera, Mr. F.	Nobbs, Prof. A. P.
Brandth, Capt.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Saxby, Mr. and Mrs.
Davies, Mr. V.	T. R.
Dean, Mr. F.	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.

EXCHANGE.

Hongkong, 17th June.	1/114
ON LONDON, Telegraphic Transfer	1/114
Bank Bills, on demand	1/11 9/16
Credits, 4 months' sight	1/11 15/16
Dinants, 4 months' sight	2/0 1/16
ON BERLIN, (demand)	M.200
ON PARIS, Bank Bills, on demand	2.47
Credits, 3 months' sight	2.51
ON NEW YORK, 4 Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
On demand	147 1/2
ON SHANGHAI, Telegraphic Transfer	72 9/16
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	34 1/2 prem.
Sovereigns, Bank's Buying Rate	50.06
Gold Leaf 100 touch, per tael	52.10
Har Silver	27 7/10
Dollars	nom.

OPTION QUOTATIONS.

New Pattern	\$90 per chest.
Old Pattern	975
New Pattern	975 1/2 per picul.
New Malwa	840
Old Malwa	850/80
Perian, paper tied	810

VESSELS IN PORT.

Steamers.		
ALCINOUS, British steamer, 4,278, J. Fullford, 15th June, Singapore 10th June, General.	Butterfield & Swire.	
ANPING MARU, Japanese steamer, 1,065, S. Atsumi, 15th June, Fochow via Amoy and Swatow 14th June, General.—Mitsui Bussan Kaisha.		
BABELSBERG, German steamer, 1,370, A. Beechman, 14th June, Pussocorin 6th June, Sugar.—Butterfield & Swire.		
BELGIAN KING, British steamer, 2,170, Thos. Weiss, 13th June, San Diego via Japan 23rd April, Coal.—Butterfield & Swire.		
BENLARI, British steamer, 1,452, Kroble, 14th June, Bangkok 7th June, Rice.—Bradley & Co.		
BURNSIDE, American steamer, 1,400, A. H. Luffin, 14th April, Manila 11th April, Cable.—Government.		
DUKE OF FLIE, British steamer, 2,416, J. S. Cox, 15th June, Moji 10th June, Coals.—Dodwell & Co., Ltd.		
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General.—E. A. T. Co.		
FAUSANG, British steamer, 1,410, A. A. Mitchell, 14th June, Java 4th June, Sugar.—Jardine Matheson & Co.		
GLAUCUS, British steamer, 3,591, Thompson, 13th June, Singapore 8th June, General.—Butterfield & Swire.		
INDIA, Austrian steamer, 1,797, G. Ghezio, 17th June, Kobe and Moji and June, General.—Sander, Wieler & Co.		
INDRAVELLI, British steamer, 3,152, W. E. Craven, R.N., 10th June, Portland, 4th April, and Moji 5th June, General.—Shewan, Tomes & Co.		

KAGOSHIMA-MARU, Japanese steamer, 2,731, K. Kowri, 14th June, Singapore 8th June, General.—Nippon Yusen Kaisha.

KYOTO MARU, Japanese steamer, 1,630, T. Sakurai, 12th June, Saigon 8th June, Rice.—Order.

LOOSOK, German steamer, 1,020, O. Fuchs, 12th July, Bangkok 6th June, Rice.—Butterfield & Swire.

MACDUFF, British steamer, 1,882, R. Glegg, 12th June, Moji 7th June, Coal.—Dodwell & Co., Ltd.

MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast.—Melchers & Co.

NANCHANG, British steamer, 1,062, Edward Finlayson, 15th June, Canton 15th June, General.—Butterfield & Swire.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, Mororan 4th June, Coal.—Dodwell & Co., Ltd.

OSLO, Norwegian steamer, 778, O. Matheson, 13th June, Moji 8th June, Coal.—Sander, Wieler & Co.

PERU, American steamer, 3,528, A. F. Fillsbury, 10th June, San Francisco 11th May, and Shanghai 8th June, Mails and General.—J. S. Van Buren.

POMPEY, American steamer, 785, J. H. Serivener, 21st May, Manila 18th Mar., Coal.—U. S. Navy.

PROGRESS, German steamer, 687, P. Brandt, 13th June, Touron 10th June, Coals and General.—Siemssen & Co.

SABINE RICKMERS, British steamer, 613, Nasbett, 15th June, Canton 14th June, General.—Arnhold, Karberg & Co.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May, Wei-hai-wei 25th May.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June, Sandakan 1st June, Timber and General.—Melchers & Co.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

TAICHOW, German steamer, 860, W. Reher, 14th June, Bangkok 6th June, Rice and Teakwood.—Butterfield & Swire.

TRYN, Norwegian steamer, 710, Hans Dall, 10th June, Haiphong and Hoihow 9th June, General.—A. R. Marty.

TSURUHIKO MARU, Japanese steamer, 1,240, Ikigami, 14th June, Zanzibar 11th June, Coals.—Jardine, Matheson & Co.

WURZBURG, German steamer, 3,246, R. Schilder, 15th June, Bremen 12th March, General.—Melchers & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast.—Order.

DUNDEE, British ship, 1,998, Hernning, 14th Oct., New York 29th June, Kerosine Oil.—Standard Oil Co.

EVIE J. RAY, American bark, Kaster, 24th May, Singapore 27th Mar., Timber.—Sander, Wieler & Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal.—Governor.

HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June, Fremantle, W.A. 3rd May, Sandalwood.—Order.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General.—Holiday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil.—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May, Cardiff 4th Jan., Coals.—E. A. Trading Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast.—Siemssen & Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood.—Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 17th, 1901.

Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Crockett, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Fochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.

Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 6,000 i.h.p., Captain G. G. Sawie, en route Home.

Bramble, 1st-class gunboat, 710 tons, 1300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart, Hankow.

Britomart, 1st-class gunboat, 710 tons, 1300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Fochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. W. Pakenham, Hongkong.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 i.h.p., Capt. Tildard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 350 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Handy.

Hermione, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Shanghai.

Hunter, sloop, 1,640 tons, 800 i.h.p., Com. H. Davidson, Hongkong.

Idis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Leander, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut. Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mausel, Shanghai.

Phaethon, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Pluvier, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. U. V. de M. Cowper, Shanghai.

Radpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut. Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Walrus, 3rd class gunboat, 620 tons, Lieut. Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 60 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.

Wiverr, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kiukiang.

Woodruff, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Donau, Austrian cruiser, 3,340 tons, Captain Victor Bless v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eilsenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

Leopold, Austrian cruiser, 1,600 tons, Captain Müller, Hongkong.

Liberal, Russian gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresia, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Pitt Heint, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev